#### Echoes From The "Opening" Week Trade Of Our Shoe Dept.

· · · rush of opening week. It'll be our work · · · to clear them out this week. Remarkably • • • low prices will give you your choice of • • • some of the finest-made, best-looking and · · · most select lines of Shoes you'll be fortu-· · · nate enough to run across.

Misses' and Children's Shoes at 20 Per Cent Off. · · · · High Shoes and Oxfords, in black and

Blk. and Tan Oxfords, \$1.47. Black Blucher and Common-s fords that sold for \$2.25. \$1.47. Blk. and Tan Oxfords, \$1.07. • • • • Opera and common-sense toes and also

. . . Black "Juliets" that regularly sold for \* \* \* \* \$3.00. \$1.07. Barnard's Best Oxfords.

\$3.73. Hand-turned, Patent-vamp Blucher Ox fords, Vict Kid Blucher Oxfords and Louis-heel Oxfords. Regularly \$5.00.

High Shoes-\$3.47. · · · · Very swell High Shoes, with large buttons and "wing" tips-black and tan-that regularly sell for \$5.00. \$3.47. ... Colt's well to see them, even if you . . . don't buy. You'll know what we have

• • • and what moderate prices we ask.

# Palais Royal Shoe Dept.,

G and 11th Sts. (Also see column 2, page 5.)

## Don't Be Put To Sleep

while you're in full possession of your senses. There will not be any pain suffered, if you come to us. Ours is the new method. Extracting, without pain, 50 cents. Other dental operations in proportion.

Evans Dental Parlors, 1217 PENNA. AVE. N.W.

RUBBER 5C. a ft.

TIRST-RATE QUALITY GUARANTEED.

There's no sense in buying a 25-ft. reel of hose when, perhaps, 8 or 10, feet would do as well. You can buy as much or as little as you want from us, and we'll guarantee the stock in this hose every time. At this bargain price balance of week. L. H. Hopkins, 933 F St.

Carpets Up?

and STORE THEM till next fall. It's an easy way of being relieved of a great nuisance, at a very small cost. - When the carpets are up let us furnish - the MATTINGS to be put down. Prices - on Mattings are away down. \$3.20 a

The Houghton Company, 516 9TH ST. AND 1710 14TH ST.

Extra BEEF And Lamb, Tender and Juicy.

WASHINGTON DRESSED MEAT ONLY. Grain fed, sound, healthy cattle. This week will be an un-usually good one for lovers of good meat. Just now we have on hand some of the very finest Beef and Lamb ever sold in Washington, and at prices same as elsewhere. Don't

THOS. T. KEANE, only the Very Finest Meat, 50 Center Market.

When you buy Butter do you get full weight? Finest Elgin Co.'s BUTTER,

Molded in brick form. Fresh, appetizing, delightful in flavor. 3 Lbs. We positively guarantee there's pothing finer to be had. It will contribute an enjoyment to any meal. Try it, you'll be glad we made the suggestion.

7. D. DALY. 917 La. Ave.

Taking Up CARPETS?

Well, let us save you the trouble—both of taking up and cleaning. Our men will make short work of both jobs, and do them excellently. The satisfaction of having a thing done right will compensate you for the small -ost.

If you have no place to keep your carpets during the summer, let us store them for you.

W. B. MOSES & SONS. HOME COMFORT FURNISHERS, 11th and F Sts. N. W.

## Garden Hose

reputation for selling only what's good stands us in good stead here. Looks are deceitful in hose. You have to rely on the good quality, and that at a moderate price. Remember, GAS RANGES are reduced. \$5 off every range that usually sells for

S. S. SHEDD & BRO..

## Waterman Refrigerators

Are built on scientific principles, to save money as well as save food. Ice is too high to waste nowadays. Put your ice in the Waterman and it will not be wasted. We have sold them for 13 years without complaint. WATER COOLERS.

Porcelain-lined, nickel-plated \$1.75 Wilmarth & Edmonston, Crockery, &c., 1205 Pa. av.

19th Century Dyeing &

We have a thoroughly modern plant in every respect, including steam machinery and thoroughly skilled workmen.

£7 Just now, our specialty, everything worn in summer. Prices modest, Telephone J. J. Fisher, 707 9th St. system result manufacturer all dealers.

AYER'S Hair Vigor BALDNESS.

AYER'S

AND

COLOR.

AYER'S HAIR VIGOR FOR GROWTH AND COLOR.

Removes Dandruff RESTORES COLOR

Faded & Gray HAIR VIGOR HAIR. GROWTH

Best Dressing.

They make one feel as though life was worth living. Take one of Carter's Little Liver Pills after eating; it will relieve dyspepsia, aid digestion, give tone and vigor to the system. THE MODERN MIRACLES OF HEALING WHICH are indisputably performed by Dr. Williams' Pink Pills should receive the closest investigation by sick people and their friends.ja23-tu&thly

Physical Culture Corset Co.'s SUMMER CORSETS. SUMMER-WEIGHT CORSETS

long and short waisted, usually 75 cents and \$1, are marked down to 50 CENTS for this week. You cannot buy better at the Mrs. Whelan, Mgr., NO BRANCH

If You Have To Squint

Claflin Optical Co., MASONIC TEMPLE, F ST. jet

Awnings For City and Country

RESIDENCES are made here in latest and most artistic designs—are made to "last"—at lowest Send for samples and estimates.

E. We are largest Tent and Flag
manufacturers in builted States.

M. G. Copeland & Co.,

409 11TH STREET (opp. "Star" office. CFMr. Adam Johnson won the May shoe con-

If "Wilson" Is Stamped in Your Shoe It is O. K.

Look for the name Wilson stamped in every pair of our calebrated \$5 made-to-order shoes. But it is not a case of \$2 for the shoe and \$3 for the name Wilson. Full \$5 worth of shoe—the name Wilson simply indicates merit and high quality. Any shade, tan or black, best leather, fit guaranteed, \$5 to order.

P. S. Full line of the celebrated Wilson \$3.50 shoes for tender feet.

"Shoemaker for tender feet."
929 F St. N. W.

Ladies From Every Section of the City,

Georgetown, Navy Yard, &c. We number our patrons among the residents of all sections. All declarethemselves pleased with the prices we charge and our style of DRESS-ING HAIR as well as SHAMPOO-ING, CURLING AND CUTTING.

May we number you among them?

S. Heller, 720 7th St.

Do You Not Enjoy Delicious Coffee?

EVERY ONE WHO DRINKS COFfee desires the best. Yet how
few obtain it? We do not hesitate to
say that our Java and Mocha
makes the most delicious cup of coffee
you ever tasted—all our patrons say
so. Our price is but little above the
average, white the quality is beyond
comparison with other coffees. 38C.
LB. Complete stock of choicest Wines
and Liquors.

Jackson & Co., 626 Pa. Ave.

-------The Best Gas Ranges.

This cool weather is un-natural. Time for cooking on a coal range is almost up. First you know it'll be terrible hot, and a Gas Range will be hot, and a Gas Hange will be absolutely necessary to comfort. Let us put in a word for the sort we sell-for they are the best made. We set them up without additional cost. We're now selling the best. We set them up free. 2-burner Gas Range, \$13.
3-burner Gas Range, \$22. Wash. Gaslight Co.,

( 413 10th st. n.w. je2 6

5 Pounds Elgin Creamery Butter IN STONE JARS.

This is a Butter price extraordinary. At this rate it's 22 cents a pound, with a stone crock gratis. Don't fear for the quality of the Butter. WE'LL GUAR-ANTEE IT'S THE GENUINE ELGIN CREAMERY. Don't fall to visit us when out

to visit us when out N. T. REDMAN, Wholesale and Retail Groceries, 050 La. Ave. N.W.

The American Catarrh Cure

is the result of 26 years' study and treatment of the disease. One bottle will convince the most skeptical. It is always ready for use, needing neither douche nor atomizer. It restores the hearneither douche nor atomizer. It restores the hear-ing, cures the hawking cough and expectorating, removes the headache and nose bleeding, increases the appetite, produces sound sleep, invigorates the whole system and increases vitaiity. Pre-pared only by W. B. JONES, M.D., 1326 S. 8th st., Philadelphia.

mt21-s&tu3m 11th and F sts., Washington, D.C.

Poor rubber goods are dear at any price. Rubber Hose All sizes, all grades, all kinds, for garden, street and mill use, &c. HOSE REELS, NOZZLES, FIXTURES, HOSE REPAIRED,

We are headquarters for these goods. Examine our stock before you buy. Goodyear Rubber Co., RUBBER GOODS OF EVERY DESCRIPTION . 309 9TH ST. N.W., ABOVE PA. AVE. my3-1m MELVILLE LINDSAY, Mgr. Bright eyes, healthy complexion and a vigorous system result from using Augustura Bitters. Sole manufacturers. Dr. J. G. B. Slegert & Sons. At

The Commissioners Report on the Metropolitan Bill.

THEY SUGGEST SOME AMENDMENTS

They Think Some Sort of Surface Motor Should Be Provided.

JOINT USE OF THE TRACKS

After two weeks of constant attention the Commissioners this afternoon completed their report upon House bill 6171, to authorize the Metropolitan Railroad Company to change its motive power. The report is radical in many respects and contains several important recommendations. The section making all plans of construction and location subject to the approval of the Commissioners is retained, and a section is added providing for the maintenance of passenger houses. Another important recommendation is that permitting the Rock Creek railroad to use certain portions of the tracks of the Metropolitan Company, and the latter to use such portions of the Rock Creek Railroad Company's tracks as

Another change is one which gives the Commissioners power to permit the use of the tracks of street railroads by the cars of other railroad companies in the District at and near terminal points on lengths of track in each case not exceeding four

however, is one giving the company authority to equip its road "with surface motors other than steam motors, or with an underground system for propulsion of cars other than a cable system." In discussing the matter the report favors the adoption of some form of surface motor. Text of the Report.

The full report of the Commissioners, which is addressed to Senator Harris, chairman of the Senate District committee, is as follows: "The Commissioners of the District of

Columbia have the honor to return herewith the bill H. R. 6171. To authorize the Metropolitan Railroad Company to change its motive power for the propulsion of the cars of said company,' and to recommend amendments, with reasons therefor, as

"Amendment A.-Strike out all of section 1 after the word 'provided' in line 11 and substitute therefor the following: 'With surface motors, other than steam metors, or with an underground system for propulsion of cars, other than a cable system; pulsion of cars, other than a cable system; Provided, that the change to said surface motors or said underground system shall be first male on the streets following, to wit: Beginning at 41-2 street and C street southwest, running thence north on 41-2 street to Missouri avenue, west to 6th street, north to B street, west to 9th street and north to 9th street and Florida avenue; Provided, that said change of propulsion of cars so required to be first made shall be commenced by said company without unreasonable delay after the approval of this act, and shall be fully completed within eighteen months after said approval, and in eighteen months after said approval, and that within three years after the approval of this act the change to sail surface mothis act the change to sail surface ino-tors or said underground system shall be made upon every other part and portion of said company's lines as now existing with-in said District, including extensions there-of on East Capitol street from 9th street east to 15th street east, with a single track along each side of Lincoln Square, and, if along each side of Lincoln Square, and, if surface mofors are used, from the intersection of Water and O streets, south on Water street, east on P street to 41-2 street and north on 41-2 to O streets; if surface motors are not used then an extension on 41-2 street from O to P streets H to F streets shall be abandoned, the tracks removed therefrom and the pavement restored by said company to good condition, and there is hereby authorized for said company's tracks a route on H street from 13th to 13th streets and south on 13th to F streets northwest, or a route or routes substantially parallel thereto, as may be designated by the Commissioners of the District of Columbia. And provided further, that the part and portion of said company's lines on Florida avenue and on 7th street shall be abandoned by said com-pany, unless the nature of the mechanical power used by said company will allow the use for its cars of the tracks of the U street line of the Rock Creek Railway Company. In default of completion of either of said changes of propulsion of cars as herein required all acts or parts of acts chartering the said rallroad comof acts chartering the said railroad com-pany or other railroad company of which the said railroad company may be the successor or assign or extending the lines of cities are also as a successor or assign or extending the lines

of either are hereby repealed."
"Amendment B.—Insert the following sections, numbered 3, 4 and 5, after section 2, and make section 3 of the bill read section." "Section 3. All plans of location and construction of track and other structures in public places, pertaining to the said rail-way, shall be subject to the approval of the Commissioners of the District of Columbia.

and all work thereof shall at all times be subject to their supervision. The said company shall, from time to time, deposit with the collector of taxes of the District of Columbia such amounts as may be deemed necessary by said Commissioners to cover the cost of inspection, supervision, changes to water pipes and sewer connections, changes of curb and pavement, and work not otherwise provided for, which may be made necessary by the location, grade or underground conduits of said railway; any unexpended balance remaining after the said reconstruction and extension of the toad shall be returned to said company, with an account in full of the disbursements

of such deposits. of such deposits.

"Section 4. That the said company shall furnish and maintain passenger houses, run cars to or into them, use first-class cars on its railway, with all the modern improvements for the comfort, convenience and safety of passengers, and shall run cars as often as the public convenience may require, in accordance with a time table to be approved by the Commissioners of the District of Columbia, all as required by said Commissioners. The said Com-missioners may make such regulations as to mode of use of tracks and removal of ice and snow from tracks as, in their judgment, the convenience and other interests of the public may require. Should the said company, its servants or agents, fail to comply with any of the above-named concompany, its servants or agents, fair to comply with any of the above-named con-ditions, or violate any ordinance or regu-lation by this section authorized, said com-pany shall be liable to the District of Co-lumbia for a fine of \$50 for each and every such failure or violation, said fine to be

recovered in any court having competent jurisdiction, at the suit of the Commission-ers of the District of Columbia. "Sec. 5, It shall be lawful for said railway company, having first obtained the permission of the District Commissioners therefor to make all needful and convenient trenches and excavations in any of said streets or places where said company may have the right to reconstruct or extend its road as aforesaid, and place in such trenches and excavations all needful and convenient de-vices and machinery for operating said railroad in the same manner and by the means aforesaid. But whenever such trenches or excavations would interfere with any sewer, gas, or water pipes, any subway, conduits, or any public work of the kind, then the expense necessary to change such underground construction shall be borne by said company. The said company shall, before commencing work on said railroad, and, from time to time, deposit with the treasurer of the United States, who is hereby authorized and directed to receive such deposits, such sum or sums as the Secretary of War may consider necessary to defray the expenses that may be incurred by the United States for inspection in connection therewith and in executing as the Sec-retary of War may require any work for the safety of the mains, fixtures or apparatus of the Washington aqueduct, rendered necessary by the construction of said rail-road, which said railroad or its contracting agents may fail to complete, as deemed necessary by the Secretary of War or his authorized agent: Provided, That the sums shall be disbursed like other moneys ap-propriated for the Washington aqueduct, and that whatever shall remain of said deposits at the end of one year after the com-pletion of said road shall be returned to

said company, with an account of its dis-bursement in detail."

A MATTER OF MOTORS

from its line in 18th street, along Superior and 17th streets, as said latter streets may be extended, to Howard avenue, then the Metropolitan Railroad Company shall permit the Rock Creek Railway Company to find the McCompany to the Commissioners Report on the tion of Florida avenue and Connecticut avenue for north-bound cars and one track on New York avenue for both the Georgetown cars going west and the McConnecticut avenue and Connecticut avenue for north-bound cars and the BUSY PYTHIANS

\*\*THE BUSY PYTHIANS\*\*

\*\*Executive committee, and that therefore both the Georgetown cars going south. In case of such as a connecticut avenue and Connecticut avenue and Connecticut avenue and Connecticut avenue and Connecticut avenue are connected as a connected avenue and Connected avenue are connected and Connected avenue and Connected avenue are connected avenue. The Connected avenue are connec street, to be designated by the Commissioners of the District of Columbia, upon conditions of use by the Metropolitan Railroad Company of tracks of the Rock Creek Rail-way Company, from said intersection northward, of equivalent value of trackage as selected, and determined and adjusted from year to year, by said Commissioners: Provided, That the motive power for cars will allow the said interchange of trackage: Provided further. That the use of trackage on the lines of either of said companies by the other said company may be further extend. ed by mutual consent and agreement." "Sec. 8. That the District Commissioners

shall have the power to permit the use of the tracks of street railroads by the cars of railroad companies in the District of Columbia, at and near terminal points for lengths of track in each case not exceeding four squares, upon such terms and condi-tions as said Commissioners shall deem just, to the end that greater convenience of the public may be subserved without the duplication or unnecessary increase of railroad tracks and for the prevention of switches or turntables in the streets. If either party is dissatisfied with the compensation for such use so fixed by the Commis-sioners, the compensation may be determined by the Supreme Court of the Dis-trict of Columbia. And the said Commissioners shall be authorized to permit extensions of the lines of street railroads in said District, not exceeding in each case four squares in length, at the localities and for the purposes named hereinbefore."

The Reasons Given. Reasons for amendment a 1. The bill permits only a change of power to underground electric. The Commissioners do not look upon such system for street cars as being well established. It is believed there is no underground trolley operated and maintained by a railroad company in the United States, and that the Buda-Pesth conduit, now two years or more old, has not been duplicated in Europe; and, consequently, that latitude should be given for a cholce between all conduit systems, excluding the cable is extended. cluding the cable system. The cable is noisy and dangerous; it was specially designed for steep grades, while the route of the Metropolitan road and that of any probable oversely level. able extension is generally level.

It is further judged that, excepting a steam motor, the new motive power al-lowed should include surface motors. Every recommendation as to car power for street railways made to the present Congress by the Commissioners has included surface motors. Subsurface constructions are al-ways objectionable; they cause an extensive tearing up of streets; they frequently neces-sitate changes of water, sewer and gas pipes, whose avoidance is desirable; they require numerous manholes, whose covers and other iron surface constructions of the conduit break the smoothness of Washing-ton pavements, diminish their freedom from noise, and, by frequent use, obstruct the

Besides the prevention of objectionable conduits, a surface motor would tend to diminish the gridironing of the streets of the national capital.

The underground trolleys on the market

number a half dozen or more, each enough different from the others to require separate tracks. There are now four tracks on 14th street between H street and New York avenue. Rapid transit on all of them would practically block the street; the same is true of New York avenue between 14th and 15th streets. A part of 32d street has three tracks; cars of three different companies now run on a part of 9th street. The Metropolitan Company's cars reach the intersection of 7th street and Florida avenue over the U street underground line. It is highly desirable for the public convenience that they should continue to reach that point, and this can only certainly be se-cured, without filling the whole roadway with railroad tracks, by the use of surface motors, the U street system, or the overhead trolley.

There are other examples of joint use tracks in the city, which must probably cease, and in case of future roads be made impracticable, thereby causing undesirable results, if different mechanical systems for propulsion of cars or different kinds of the same system are used by the different companies. As a rule, each company wants the exclusive use of a set of tracks in the pub-lic street. The suburban roads, generally tension on 41-2 street from O to P streets is hereby authorized and present tracks on O street from 41-2 to Water streets may be abandoned; Provided, that the part and portion of said company's lines in the portion of said company's lines in the route in the city is needed by the public or route, whether the new route in the city is needed by the public or route. It is not the business of railroad company's lines in the route in the city is needed by the public or route. The governor explicit the city is needed by the public or route in the city is needed by the public or route. The governor explicit the city is needed by the public or route. panies to enhance or even preserve the quiet, freedom from obstruction and beauty ing for traffic alone, without regard to the aid could be extended only when asked for general public interest. An established surface motor would tend

In stort, the advantages of surface motors

of compressed air, gas, vapor, or other kinds, which are noiseless and smokeless, are very considerable, and their use should not only be allowed, but encouraged.

One of the Commissioners is of the opinion that if overhead trolleys and conduits were positively prohibited, a satisfactory surface motor would be promptly produced. In fact, one kind of surface motor seems to be available, or, to say the least, is very promising.

fully 3,000 miners visited the town verter-day and z monster demonstration was given, with 4,000 men in line.

Dr. Hoy read a telegram to the assembled strikers to the effect that the Norfolk and Western railway intended to continue least, is very promising.

According to a late report of the United States consul general at Frankfort, published in the consular reports for April, 1894, gas-motor cars are in successful operation at Neufchatel and Dresden; a line of such kind is being built at Dessau, and a con mission, headed by a government railway engineer, sent by the city of Nordhausen, to examine and report on the working of the new system, declares it to be a practical success, and recommends its adopton. ing of the new system, declares it to be a practical success, and recommends its adoption at Nordhausen. All this is in the home field of the Siemens-Halske Electric Com-

pany, which instals electric roads, and within reach of Buda Pesth, where an o years or more. A full extract from the report of the con-sul general is submitted herewith. Its main points are that the two lines of gas motors are 3 and 3 1-3 miles long; that gas costs \$1.05 and \$1.09 per 1000 cubic feet at the two places, and is supplied from the ordinary street mains; and that the loaded car climbs a grade of 6 2-3 per cent at four miles an hour, while the speed on low grades or levels is eleven miles and upwards per hour. Figures are given from an address before the German Gas Association of comparative costs of construction and equipment of a five-mile track line for overhead trolley, gas motor and horse car system, making the cost of the gas motor system but little more than for the horse line and considerable less than for the electric. expert author of the address is quoted as 2. Daniel H. Cox, New York; 3, Irvin Van stating that the net operating expenses of G. Gillis, New York; 4, Thomas G. Roberts, horse cars in Germany is 5 1-2 to 7 cents: of electric cars, 5 cents; and gas motor cars, 4 cents, each per car kilometer; or, in other words, the gas motor system not only costs less for construction and equipment than

the overhead trolley, and, consequently, much less than for a conduit system, but the expense of operation of the gas motor system is 20 per cent less than that of the overhead trolley. Reasons for amendment a, 2d. One year is considered to be too short a time for a selection of a motive power and completion of the change. It is important for the District that the best selection should be made and it seems only reasonable and proper for the public, as well as for the railroad company, that the new system should be tried on one part of the road before its introduction, or the substitution of another system, on the other parts of the road. The limits of time and penalty for failure, named in

the amendment, were carefully considered before adoption for recommendation. 3d (as to route). The southern terminus of the 9th street line is O street at Water. The route could advantageously be extended The route could advantageously be extended along Water street and P street to the entrance of Washington Barracks, and thence north on 4 1-2 street past the company's new car house, or depot, to join the present tracks. For such extension, the cable tracks should be used for two squares, and, therefore, is only allowable for a surface motor system. For any system the extension on 4 1-2 street to P street is desirable and prac-4 1-2 street to P street is desirable and prac

On account of the cable tracks on 14th street between H street and New York avenue, and especially if the cable line is to be extended on that street to Pennsylvania avenue, the Metropolitan tracks, for rapid transit, should be moved from 14th street, in order not to have four tracks on the same part of a street. The running of rapid transit cars on two tracks in one rection and on two tracks in one di-rection and on two tracks in the opposite direction would require gates at the street crossings and fencing between for the pre-vention of accidents, about the same as for a steam reilroad. The Senate District committee having taken action for requiring the running of

the Mount Pleasant cable cars through on 14th street to Pennsylvania avenue, mak-ing thereby two cable tracks on 14th street, the Commissioners' amendment herein is made to change the Metropolitan com-pary's tracks to H and 13th streets, from 14th and F streets between 13th and 14th, F and H streets. Amendment c. Strike out all of section 4 of the bill, and add the following sections, the best solution of the 15th street trouble

should go up 14th street from F to H over the new cable track. Therefore, the route

tion of Florida avenue and Connecticut ave-nue to a point in F street, not east of 11th ropolitan east-bound cars to leave H street at 15th street and go south on 15th street over the abandoned cable track to F, and thence along F; while the west-bound cars

> new sections, 3, 4 and 5, are for conformity with requirements of street railway char-ters granted in late years and with recom-mendations of the District Commissioners on railroad bills made to the present Con-

> tions are embodied in the company's char-ter, but in general terms and without pro-vision for determination in case of differences and without means of enforcement All of the requirements are considered important and necessary.

Reasons for amendment c.-It is thought the wide and indefinite authority which section 4 of the bill would grant might operate unjustly toward railroad compa-nies of the District, and probably would embarrass the Metropolitan company in obtaining the means for changing its mo-tive power, which is a main object of the

Therefore the amendment embodied in Metropolitan company. In this particular case the public interests would be doubly benefited. Thus it is desirable for the Rock Creek cars to reach the commercial and shopping center of the city and for the Metropolitan cars to reach the Zoological Park and the Rock Creek Park.

The public should have ample street car facilities for transportation to the grand parks of the District, and there is need of a street railroad from Mount Pleasant west of 14th street. The Commissioners recom-mended, when reporting on H. R. bill 2871. that the Rock Creek company be authorize to build a branch from 18th street to How ard avenue, in Mount Pleasant, via Superior street and 17th street extended, and indi-cated that the road might be extended nearer the parks when the streets were opened between them and 17th stret extended. The authority for interchange of trackage would

authority for interchange of trackage would encourage the use of the same kinds of system of car propulsion.

2. The main object of new section S is stated therein. The switching in the street of mechanical power cars, especially in the crowded parts of the city, is an obstruction, a nuisance and a danger. Running on private ground near the middle of the city for switching is not an available remedy. for switching is not an available remedy from the expense of land. Besides, a short circuit at a terminal better accommodates the public, and where two or more lines meet on the circuit a passenger has more convenient facility for reaching different parts of the District

convenient facility for reaching different parts of the District.

A present case in point is the terminal of the Columbia railroad on New York avenue and 15th street. This company has filed notice of an intention to change, without delay, the motive power for their cars to cable, under authority of existing law. The switching of cable cars at the point named would be an intolerable nuisance, and so, likewise, would be the operation of two additional mechanical power car tracks on New York avenue between 14th and 15th streets.

It is suggested that the words "and for other purposes" should be added to the title of the bill.

FOUR MINERS SHOT DOWN. The Sheriff's Power Unable to Protect

Them. A telegram from Montgomery, W. Va. states that as the miners at Powellton ere leaving the mines last night several shots were fired at them from the surrounding timber, resulting in four men being killed. None of the men who did the shooting were discovered. The proprietor of the Fowellton mines telegraphed the fact of the shoeting to the governor, stating that he had asked the sheriff for protection and asked if nothing could be

the proper course in calling on the sheriff. of the streets of Washington; they are look- but that under the state laws military

by the sheriff.

The governor said last night that he An established surface motor would tend to displace the present overhead trolleys, which are not satisfactory on city or suburban streets. The motor would effer an maintain the law at whatever cost. He alternative requiring no change of roadbed teady to march at a moment's notice Evan Powell, the manager for the Pow-ellton Company, telegraphed to Point Pleasant last night for bloodhounds to be

used in running down the men who shot the Powellton miners. A special from Wellston, Ohio, says that fully 3,000 miners visited the town yesterday and a monster demonstration was given, with 4,000 men in line.

The feeling against the railroad is very bitter, as the miners consider that on the action of the N. and W. and the Chesapeake and Ohio railways in hauling coal hinges the result of the strike. It is reunderground trolley has been in operation ported that an unauthorized committee of several hundred started for the West ginia coal fields.

### FAREWELL TO ANNAPOLIS.

Opening Ceremonies of the Graduat-The graduating exercises of the '94 class, United States naval cadets, began vesterday at Annapolis and will continue until the 14th instant. The class of '94, which graduates Friday, is composed of forty-seven members-thirty-four of the line and thirteen in the engineer division.

The following is the graduating class Line division-1, W. P. Robert, Mississippi; Alabama; 5, David F. Sellers, New Mexico: 6. Lawrence S. Adams, Pennsylvania; 7, Raymond Stone, Alabama: 8,John T. Tompkins, Louislana; 9, Ridley McLean, Tennessee; 10, Charles Webster, Massachusetts; 11, Provost Babin, New York; 12, Winston Churchill, Missouri: 13, Lewis B. Jones New York; 14, Simon P. Fullinwider, Missouri; 15, Stephen V. Graham, Michigan; 16, Errest L. Bennett, Massachusetts; 17, John M. Luby, Texas; 18, Fritz L. Sandos, Louisiana; 19, Gilbert S. Galbraith, Pennsylva nia; 20, Melville J. Shaw, Minnesota; 21, Arthur S. Kavanah, Nebraska; 22, Charles S. Bookwalter, Illinois; 23, William P. Scott, Pennsylvania; 24, Carleton F. Snow, Mis-souri; 25, Robert H. Osborn, New York; 26, Roscoe Spear, Pennsylvania; 27, Walter J.
Manion, Louisiana; 28, Robert J. McNeely,
North Carolina; 29, Walter S. Turhine,
Maryland; 39, Roscoe C. Bulmer, Nevada;
31, William S. Whitted, North Carolina; 32, G. L. P. Stone, Georgia; 33, George C.Gelm, New York; 34, Clarence England, Arkansas, Engineer division+1, John M. Hudgins,

EGAN SAYS IT'S ABSURD.

That Parnell Had Anything to De With the Phoenix Park Murders. Mr. Patrick Egan, ex-minister to Chile. when seen at St. Louis in regard to P. J.

Tynan's book containing startling charges relative to the Irish invincible conspiracy, which resulted in the Phoenix Park assassinations, remarked that Tynan's writing and publication of this book is said to be at the instigation of the London Times, which is believed to be making a second attempt to connect the late Mr. Parnell and the Parnellites with the extreme or invincible Irish agitators, charged with the assassination of Cavendish. He was per-sonally aware of the fact that the Times sonally aware of the fact that the Times had been seeking for evidence to vindicate its attacks on Parnell. He said:
"The charge that Parnell knew of these plans or that he was aware of the determination to keep the office of chief secretary for Ireland vacant by assassination, or that he ward more vicerous action. numbered 7 and 8:

Soic as. Soic way Company shall have built a branch of 14th street from Pennsylvania avenue to is absurd on the face of it."

Progress of the Preparations for the Great Encampment.

CONTRIBUTIONS TO THE CITIZENS' FUND

What Was Done at the Executive Committee Meeting.

THE RAILROAD RATES

There is no abatement of interest in the on which rests the responsibility for this Money was the thing most talked of at to the others that follow, except that the Frank J. Donnelly and Mr. John M. Mc-Clintock, and they are making strenuous efforts to have the people of Washington men of the present generation. In most innew section 7 limits the right of use of another company of the Metropolitan company's tracks to a single, well-defined case, and fixes a compensation therefor by according a right of equivalent value to the

This is an encouraging prospect. They report at headquarters that they contemplate having no trouble in swelling the citizens' fund to at least \$40,000. This the committee think will be sufficient for the great enterprise with the addition of several thousands which this jurisdiction of the Knights of Pythias will chip in. Messrs. Donnelly and McClintock entertained sev- interred, and who is visiting relatives in this eral members of the committee this morn-ing with stories of the methods employed to reach the pockets of Washington's peo-ple. They have different ways of "striking"

different men, and some of their tales are funny, some pathetic, and some tragic. Altogether, they say, the people of Wash-ington are responding to the call for money with about the usual degree of alacrity and spontaneity. Each man before he planks down his check wants to know how much the city is to be benefited by the outlay, and the fact that several hundreds of Washington's most solid business folks have piedged to swell the fund shows how strong is the belief in business circles that the Pythian convention and encampment is to

Registering of Boarding Places. The business of the public comfort committee, of which Mr. John H. Mitchell is the chairman, is progressing at a satisfactory pace. The principal work which it has to do just now is the registering of accommodations for the advancing legions. The houseksepers of the city are sending in their addresses at a goodly rate, and all the hotels are on the books, but many available places of abode in Washington available places of abode in Washington are as yet unaccounted for. They will all come in due time, but it is to the interest of those who wish to help to entertain the city's guests that they send in their names and numbers at as early a date as possible. One of the things around headquarters at which a laugh can be indulged in is the dogged persistence of some Washington landladies. There are several of these ladies, very few of whom are young, who visit headquarters two or three times daily visit headquarters two or three times daily

to make inquiries as to how the land lays, and what the outlook is. Representatives of this class will pull up a chair by the side of Secretary Percy G. Smith, no matter how hard he happens to Smith, no matter how hard he happens to be working, and proceed to bore him with a biographical sketch, giving all details as to former prosperity, present reduced circumstances, and all unnecessary information about the neighbors on the next square. Several of these ladies have brought diagrams of their premises and placed them on file. On one chart is indicated the location of the cots, which are numbered and can be reserved like an orchestra chair at the theater. Some landiadies have filed specimens of their bills of fare, which, if true, will compel many of the visiting knights to unbutton their waistfronts and take an anti-fat prescription. All day Secretary Smith sits and talks to the ladies, and writes oness letters and answers them. take an anti-fat prescription. All day Sec-retary Smith sits and talks to the ladies,

and writes, opens letters and answers them. Talk at Headquarters. Secretary McNabb of the camp and camp grounds committee is one of the most constant callers at headquarters. He has taken up his residence there and is laboring for the good of the cause. The work of his committee is well advanced, and the pros-pects all that the most enthusiastic Pyth-

ian could wish.

Mr. F. B. Crown, a member of the executive committee, has tendered his resignation because of the stress of private business. He is heartily in accord with the work of the committee, and is with them like a brother knight, but the duties of the place assigned him on the committee could not be faithfully filled without neglect to his private interests. The resignation has been

the ranks of the subcommittee on music, which will be straightened out at the next meeting of the executive committee. It had mittee misunderstood its instructions and entered into a contract with the Fourth Artillery Band which was repudiated by the central committee. The matter was fully set forth in The Star one week ago. The contract read that the musicians were to be paid at the rate of \$4 per day, with \$15 for the leader, and that eight hours was to be considered as a day's work. This was unsatisfactory because the committee must have a band subject to call at any time of the night or day for escort duty to incoming knights, and desire to make a contract for a lump sum. It is stated that some resignations from the music committee have been threatened, but they will not be accepted, because of the cer-

tainty of an adjustment of the matter. As to Railroad Rates. Nothing definite has been heard today regarding railroad rates, Mr. Hege of the Baltimore and Ohio railroad talks more to the point than any other railroader thus far and states that his company will announce the encampment tariff within a few days. The exact figure is still in doubt, but it is accepted on all sides as a certainty that the fare will be reduced one-half, and that the fare will be reduced one-half, and it is believed by many that a lower rate than this, even, may be agreed to. Several communications were received today by Gen. John E. Smith, secretary to the transportation committee, but although they are full of promises of good behavior on the part of the railroads toward the convention and encampment, no rates have as yet tion and encampment, no rates have as yet been agreed on between the various traffic

associations.

A brief meeting of the executive committee was held last night, with Chairman Richard Goodhart at the head. There were present Messrs. George W. Heisley, A. F. Medford, J. H. Mitchell, J. B. Connor, J. W. Carter, T. H. Gladmen, N. Bunch, Notley Anderson, J. W. Cronte, J. M. Kilne and F. W. Helbig. The minutes of the previous meeting were disposed of. Secre-tary Medford read a communication from Col. John M. Wilson, commissioner of public buildings and grounds, approving the plan of the camp which had been submitted to him, agreeing to the use of the White I ot for dress parade and inspection and granting the use of the 95-foot flag pole, not now set, for service during the encampment. The committee applauded all these courtesles which Col. Wilson had extend at The work of making output. an these courtesies which Col. Wilson had extended. The work of making cuts of the camp grounds and circulating diagrams througnout the Pythian world will be begun at once, and on this Chairman Anderson is engaged today.

To Witness the Mikado.

Vice Chairman Heisley moved that the Uniform Rank, Knights of Pythias, of this jurisdiction be invited to attend the performance of the "Mikado," to be given

mittee, but was advised to let the matter rest till the next meeting of the executive

A motion was made to adjourn because of the meeting of the Knights of Pythias of the meeting of the Knights of Pythias of it Mr. Anderson said that he thought it bad policy to cut the executive committee meeting short and allow the meeting of the hail association to interfere with the transaction of the encampment business. Mr. Heisley replied to talls by saying the by-laws of the hall association to interfere compelled a meeting and that these had been made before the organization of the

association.

Before adjournment a communication was read from Gen. Carnahan prophesying great things for the coming encampment and expressing satisfaction with the opera-tions of the various committees. A letter from the Secretary of the Treasury was also read permitting the use of the side-walk at the southeast corner of the treas-ury for the erection of a stand.

#### IN HOTEL CORRIDORS.

"The public school authorities of the great

cities would do well, I believe, to adopt an innovation recently introduced in the public school system in my town," said William S. Moore, a well-known merchant of Detroit, at La Normandie yesterday. "I allude to the dental inspection of the scholars, which has recently been inaugurated, and the results of which have already been highly appreciated by many of the children's parents. Mothers and fathers are notoriously careless about the condition of their chileming of the Pythians. The committee dren's teeth. The milk teeth are pulled out with a piece of string when they become nearing event is full of hope and hustle. loose and then no further attention is paid Money was the thing most talked of at headquarters this morning. The duty of gathering in the funds is in charge of Mr. subscribe a greater citizens' fund than was pledged for the Grand Army encampment. This is possible, but hardly probable, as for the last named celebration the people of Washirgton put up \$51,000 in cash and paid in taxes the \$50,000 which Congress appropriated. These canvassers have already secured over \$20,000; the canvass is by no means complete and nearly three months are yet to elapse before the Pythian invasion is due.

This is an encouraging prospect. They report at headquarters that they contemplate having no trouble in swelling the citizens' fund to at least \$40,000. This the

"I can't understand your American news

papers," said Walter Duffy Callan, an Irish gentleman, now residing at Stratford-on-Avon, where the immortal Shakespeare is country. He is stopping with friends in this city, and was at the Riggs House Saturday night. "An acquaintance here called my attention to a paragraph published in an At-ianta paper called the Constitution. It went on to say that 6,000 Americans visited on to say that 6,000 Americans visited Shakespeare's birthplace' every year, and added that most of them were of the suddenly rich class, who go to Europe because it is the fashion, while the fact was that they didn't know the difference between the Blarney stone and the Koh-i-noor, or the Tower of London and a hole in the ground, while few of them had ever read even so much as a page of Shakespeare's writing. Tower of London and a hole in the ground, while few of them had ever read even so much as a page of Shakespeare's writing. I have lived at Stratford-on-Avon for sevice of the strate of He quickly discovers that the refinement of the better American homes and the people who occupy them is not to be surpassed by the aristocracy of any older nation. And he will also find, which is better still, a true eppreciation of the better things of life among those who can afford to enjoy them. But I was amazed at the far west. I spent three weeks in Denver and I never met more cultivated people in my life. Their necessarily be an ignorant vulgarian be-cause he happens to be worth thirty-five or forty thousand dollars a year." "June is the budding month of several

other sweet things besides the roses," said Albert F. Bittman of Ithica at the Ebbitt this morning, "and among them is the gir graduate. Within the next two weeks wo men's colleges and high schools and finishing academies and all the other institutions where the fair sex is guided up the plane of a higher education will invite their friends and patrons to see hosts of white muslined creatures bid adieu to the school room and launch their frail crafts upon life's troubled ocean, as most of their valedictorians will remark. I was present at a discussion up home the other day, in which this question of higher education of troubles and the school of the second description. which this question of higher education of women was considered in regard to its effect upon the future healthy growth of the nation. There were several professors and other learned gentlemen present, and the consensus of opinion seemed to be that the system now in vogue of educating a girl in all the higher branches of learning would eventually have a tendency to reduce the intelligent population. The reason for this was found in the fact that girl graduates steer clear of matrimony, it was shown that only 36 per cent of all the young ladies who have received diplomas at Vassar College got married, while the results in many other directions were equally as alarming Consequently, I suppose, if the women's col-Consequently, I suppose, if the women's col-leges keep on turning out graduates for two or three hundred years the country may reach a state where its intellectual people will be composed entirely of spinsters and bachelors. Joking aside, however, it seems to me to be very easy to see where the highly educated woman shuns matrimony. I don't hate my own sex, but the average man of today does not meet the require-ments of the average woman, and the better a woman is educated the better qualified she becomes to steer clear of the various pitfalls which matrimony with an average man promises to be full of."

"The author who proposes to write the

real and only American novel may find a

very fair plot in the story I am about to relate." said Frank N. Harris of Chicago at Willard's yesterday. "Several years ago the people of a small western city began to wonder how the cashier of the leading bank could afford to live as well as he appeared to be doing. His salary, it is true, was very liberal, but his expenditures far exceeded it. He built himself a splendid residence, had his horses and carriages, and all together conducted himself like a man who owned rather than worked for a bank. He had the confidence of the bank directors. however, and the rumors and gossip that reached their ears apparently had no effect upon them. The cashler was suddenly taken sick with a lingering malady, and in in a barely conscious condition for two of three months, when death finally claimer him. An examination of his books which followed his death showed an apparent def ciency in his accounts of over \$35.000. His real friends were thenderstruc't and would not believe that the dead man had been dishonest. His bondsmen, too, could not be convinced that he had made way with the funds of the bank, but the books showed the shortage. While they were arranging to make the sum good the cashier's widewcame forward and presented the bank profident with a check for the entire amount, telling him that she knew her husband had never taken a cent of the money, and that, while she couldn't understand the apparent proof of his dishonesty, she was sublimely confident that he died a good, upright man. No one knew, either, where upright man. No one knew, either, where the widow had gotten such a very large sum of ready money. She continued to occupy the family home, and there was no change whatever in her mode of life, and the town was therefore confronted with a at the Academy of Music Wednesday evening and Thursday afternoon by the National Ideal Opera Company, in uniform and as divisions. Seats will be reserved for them without extra charge.

Chairman Helbig of the music committee reported a slight disturbance in his committee, but was advised to let the matter rest till the next meeting of the executive. had manipulated the books of the bank s as to show that the dead cashier was a de-